

determining a side section deformation, the at least one sensor including a distance sensor for measuring a distance to the reflector; and

a control unit for evaluating sensor signals from the at least one sensor, the control unit detecting a side impact as a function of the distance;

wherein, after a start of operation of the device, the at least one sensor carries out an initial measuring procedure to adjust a transmitting power.

7. (Once Amended) A device for side impact detection for a motor vehicle, comprising:

a reflector;

a stiffening pipe connected to the reflector, the stiffening pipe being situated in a side section of the motor vehicle;

at least one sensor situated in the side section of the motor vehicle for determining a side section deformation, the at least one sensor including a distance sensor for measuring a distance to the reflector;

a control unit for evaluating sensor signals from the at least one sensor, the control unit detecting a side impact as a function of the distance; and

a plausibility sensor situated in the side section.

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Please also add new claims 8-10 as follows.

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8. (New) The device of claim 7, wherein the plausibility sensor includes an accelerometer.

9. (New) The device of claim 1, wherein the at least one sensor is protected from interference by outside light.

10. (New) The device of claim 1, wherein the distance decreases in response to the side impact.

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### REMARKS

Claims 1-10 are now pending in the present application after this amendment adds new claims 8-10. Claims 3-5 and 7 have been amended. The amendments do not add new matter and find support throughout the specification and figures. Claims 1-4 stand rejected under 35 U.S.C. § 103(a). Claims 5-7 stand objected to as depending from a rejected